

Amendments to the Claims:

This list of claims replaces all prior versions and listings of claims in the application:

1. - 6. (Canceled)

7. (Currently Amended) Internal combustion engine having cylinder groups and using dry-sump-principle pressure lubrication, comprising:

a crankcase having ~~an~~ a dry-sump oil suction space in a lower part thereof for collecting lubricant oil;

an oil return pump that is configured to convey lubricant oil out of the dry-sump oil suction space, through an oil suction line, ~~[[;]]~~ and directly into an annular space arranged around cylinder groups, wherein the oil suction line of the oil return pump delivers lubricant oil directly into the annular space, and wherein the annular space is fluidly coupled to a vent connection that is exposed to the atmosphere for defoaming the lubricant oil collected within the annular space;

~~an~~ a wet-sump oil supply container that is fluidly coupled to the annular space for receiving defoamed lubricant oil from the annular space; and

a main delivery pump configured for conveying lubricant oil from the wet-sump oil supply container to consumers of the lubricant oil,

wherein the wet-sump oil supply container is separate from the dry-sump oil suction space and is positioned to at least partially surround the dry-sump oil suction space, at least a portion of the wet-sump oil supply container being disposed at an elevation beneath the dry-sump oil suction space.

8. (Previously Presented) Internal combustion engine according to claim 7, wherein the engine is an opposed-cylinder engine.

9. (Previously Presented) Internal combustion engine as claimed in claim 7, wherein the annular space is open to a crank space and is gasket-sealed.

10. (Canceled)

11. (Currently Amended) Internal combustion engine as claimed in claim 7, wherein the wet-sump oil supply container is integrated into the crankcase.

12. (Currently Amended) Internal combustion engine as claimed in claim 11, wherein the wet-sump oil supply container is integrated into the crankcase so as to be separated from the dry-sump oil suction space by one or more bulkhead walls.

13. (Previously Presented) Internal combustion engine as claimed in claim 7, wherein the crankcase is of open deck configuration.

14. (New) Internal combustion engine as claimed in claim 7, wherein the main delivery pump is configured to convey lubricant oil to a cylinder head of the engine.

15. (New) Internal combustion engine as claimed in claim 14 further comprising a suction pump for delivering oil from the cylinder head of the engine directly into the annular space arranged around cylinder groups.

16. (New) Internal combustion engine having cylinder groups and using dry-sump-principle pressure lubrication, comprising:

a crankcase having a dry-sump oil suction space in a lower part thereof for collecting lubricant oil;

an oil return pump that is configured to convey lubricant oil out of the dry-sump oil suction space, through an oil suction line, and directly into an annular space arranged around cylinder groups, wherein the oil suction line of the oil return pump delivers lubricant oil directly into the annular space, and wherein the annular space is fluidly coupled to a vent connection that is exposed to the atmosphere for defoaming the lubricant oil collected within the annular space;

a wet-sump oil supply container that is fluidly coupled to the annular space for receiving defoamed lubricant oil from the annular space; and

a main delivery pump configured for conveying lubricant oil from the wet-sump oil supply container to consumers of the lubricant oil.